Busy Saturday for Independent Grid Elevens

ENGLISH LASSIES READY FOR WHISTLE

Girls' Soccer Team From Abroad Will Play Philadelphia F. C. Eleven

MANY OTHER TILTS ON CARD

Phila. F. C.		Dick Kerr
Hess	goal	Pomes
McLaughlin	right fullback	Kell
Rodgers	left fullback	Clayton
Kirkpatrick	right halfback	Walmsley
McGuinness	center halfback	Woods
Fullerton	left halfback	Lee
McClain	outside right	Hasham
Houston	inside right	Harris
Rooney	center forward	Bedford
McGhee	inside left	Graham
Andrews	outside left	Parr

Referee—John Walders.

A half-hundred more games are on the soccer schedule this afternoon but despite the fact that the Eastern District has refused authority for the game, the big match on this afternoon's program is the clash at the Phillies' Ball Park between the Philadelphia F. C., of the American League, and the Dick Kerr ladies' soccer team, of Prescott, England.

The soccer match is not the only event of interest on the program, for before the game a relay team representing all England will meet one from the general offices of the Pennsylvania Railroad system. The local runners are Helen Bailey, Helen Muer, Kitty Louts and Katherine Brown, while the English girls will be represented by Nellie Walker, Lillie Parr, Jennie Harris and Florence Haslam.

The fair visitors have been in this city for the last four days and have been working out at the ball park. They are in the best of condition and will surprise the fans by their clever exhibition. While in this country they have engaged in eight contests, four of which have been won, two draws and two defeats, losing to Paterson and Fall River.

A bank concert and flag-raising are also on the program for this afternoon, and the flag will be presented to the visitors after the game to take home with them.

The Allied Association has refused to call off any of its games this afternoon, and all the matches will be played as per schedule. Some important games are on the layout for decision and all will be played according to Secretary Dick Parrell.

IVY A. C. PRIMED

Will Meet Wissahickon Eleven This Afternoon

The Ivy Athletic Club's football eleven, which has been going along all season without a defeat, will meet Wissahickon this afternoon at Wissahickon avenue and the P. R. R.

Wissahickon fans were disappointed last week when the Penrose Tigers failed to put in an appearance, but Manager Young is confident there will be no such occurrence during the remainder of the season. The line-up:

Wissahickon		Ivy A. C.
Reed	left end	Sanger
Carter	left tackle	Jones
Davenport	left guard	Evans
Curtis	center	Franz
Farrell	right guard	Gillingham
Hood	right tackle	Hoover
Turpin	right end	Stevens
S. Jones	quarterback	Westlake
Newman	left halfback	Sleeman
Lee	right halfback	Shipman
J. Jones	fullback	Yates

INDOOR POLO TONIGHT

Second City Troop Meets Troop A in West Philadelphia

The indoor polo team of the Second City Troop, Pennsylvania National Guard, will play the A Troop team tonight in the armory, Thirty-second street and Lancaster avenue.

The Second City Troop, led by Lieutenant Kinsley, won the city championship last year and already has scored two victories.

Today's Soccer Games And Where Played

INTERNATIONAL LEAGUE

Dick Kerr Ladies' Soccer team of Prescott, England, vs. Philadelphia F. C. at American League, Philadelphia Ball Park, Broad and Huntingdon streets.

ALLIED LEAGUE

FIRST DIVISION—SECTION A

West Philadelphia at Ascension, Ontario streets.
Kaywood at Claridge, West Ontario.
Thirty-fifth and Queen lane.
Wanderers at Fairview, Frankford.
Barney Boys at Wolfsohn Shop, Lancaster.

FIRST DIVISION—SECTION B

Hibernians at Clifton Park, Front and Tioga streets.
Centennial at Parrish, Second and Cambridge streets.

SECOND DIVISION

Wissahickon at Shelbine, Mayland and Westmoreland streets.
DePaul at Lighthouse, Front street and Erie avenue.
Palestine at St. Leo, State road and Unruh street.
Clover at Wildwood, Delmar and Wakeling streets.
Disston Steel at Thirty-sixth Ward, Twenty-sixth and Reed streets.

WEST PHILA.—FIRST DIVISION

Autocar at Dunkirk, Fifty-eighth and Callowhill streets.
Aldan A. A. at Kent A. A., Clifton Heights.

WEST PHILA.—SECOND DIVISION

Angora B. C. at Stewart B. C., Sixty-third and Cedar avenue.
East Lansdowne at Larchwood, Sixty-third and Walnut streets.
Belmar at J. F. Lomax, Fifty-sixth and Christian streets.
Westinghouse at Aden A., Masterson and Brown streets.

THIRD DIVISION—NORTHEAST SECTION

Kensington Congregational at Pelouzine, A and Louden streets.
Germantown B. A. at Aden, Twenty-sixth and Jefferson streets.
Green Ribbon at St. Martin's A. C., Norwood and Hartwell streets.
Funfield at Corinthians, 25 West Penn street.
Cayuga at Funfield, Twenty-second and Huntingdon streets.

THIRD DIVISION—NORTHEAST SECTION

P. O. S. of A. at Sterling A. C., Fifth and Westmoreland streets.
Rambler A. C. at Victor F. C., Cedar and Ann streets.
Mt. Pisgah at C. C. Club, Fifth and Nedros streets.
Rosewood at Langdon A. C., Nicetown and Harrowgate lanes.
Lighthouse B at Farren A. A., Front and Berks streets.

FOURTH DIVISION—NORTHWEST SECTION

Rubicon B. C. at Lighthouse, Front and Erie avenue.
Rambler Reserves at Irish F. C., Nineteenth and Hunting Park avenue.
Dardanella at Keystone, B. and Tioga streets.
Roosevelt at Aden A. A., Mascher street and Adams road.
Athletics at Albro F. C., Ninth and Dunzinson avenue.

FOURTH DIVISION—NORTHEAST SECTION

Conecksink at St. John's, Orthodox and Almond streets.
Whitehall Rovers at Disston Jrs., State road and Unruh.
Fairhill at Bradley B. C., Frankford avenue and Pratt street.
Lester Reserves at DePaul, Torresdale avenue and Cottman streets.

SUNDAY GAME

[illegible] at Morrell Mills, Sixty-third and [illegible]
Morrell Mills, at Sixty-third [illegible]

QUARTET OF YELLOWJACKET STARS

CONSHY GRIDDERS PLAY GILBERTON

Contest Will Be Played on Ironworkers' Field—French at Quarterback

Conshohocken's undefeated football eleven will stack up against Gilberton, champions of the Conshohocken and Shenandoah district for this year, in a great championship game this afternoon on Ironworkers' Field at Twelfth and Fayette streets, Conshohocken.

This is the first really big test of the season for Bob Crawford's eleven and Coach Walter French has been putting the team through a strenuous week of intensive practice.

The Gilberton eleven, recently opposed the Frankford Yellowjackets and held Hemle Mills' gang to two touchdowns. This game will give the followers of the independent section and the fans here from Frankford and Conshohocken a chance to see how Frankford and Conshohocken stack up against a real contender.

Manager Crawford has made all arrangements for the coming white handkerchief game next Saturday. A big delegation of Holmesburg rooters will attend the game and will make the trip in a special train.

UNDEFEATED TEAMS MEET

Minnesota-Wisconsin Clash May Decide Big-Ten Title

Chicago, Nov. 4. Minnesota and Wisconsin, two powerful and undefeated Western Conference eleven, will clash in Minneapolis today in the most important contest of the day in Mid-West gridiron, while Illinois meets Northwestern at Evanston.

No other contests affecting the Big Ten title are scheduled. Indiana, however, will engage in its annual game with Notre Dame at South Bend, while Michigan will meet the Michigan Aggies at Ann Arbor. Purdue will take the field against Wabash at Lafayette.

"JACK" FROST BLOWS IN FROM THE SUNNY SOUTH

Former Frankford High Star is in Alabama Grid Squad

The University of Alabama football squad includes a former Frankford High School gridiron star in the person of William "Jack" Frost, a freshman.

Frost's home is in Holmesburg. He attended Frankford High for four years. He took a matter for the South after his graduation from the Pioneer school and is now in his third college year.

He played football for two years. As a sophomore he tried for a berth on the team and acted as a substitute guard all through 1917.

In the next year Coach Geiges made him a regular at this berth and he continued in this capacity until he was graduated in 1919.

Frost was always in close training, and it is not surprising to hear of him making good on a college eleven, said Coach Geiges.

Frost is a big fellow, standing six feet two in his socks. He tips the scales at 175 pounds and is very fast for a big man.

B-r-r-r-r-r!

"JACK" FROST

Yep, he's with us, and he plays for Alabama against Penn today. Jack is a former Frankford High star

COATESVILLE WILL PLAY HOLMESBURG

Lincoln Highway Eleven Is Composed of Former College Stars

Holmesburg		Coatesville
Johnson	left end	Hummell
Good	left tackle	Gordon
Dunkel	left guard	Morrison
Madison	center	M. Lynch
Lentz	right guard	Mackenzie
Hoik	right tackle	Newcomb
Yannopoulos	right end	F. Lynch
Johnson	quarterback	Gotwals
Dooling	left halfback	Cofall
Kirwan	right halfback	Cagley
Jones	fullback	Nengi

Substitutes—For Coatesville, Kline, Arbogast, Pagan, Lewis, Gay; for Holmesburg, Kurtz, Lynch, Meehan, Reforee—Wood. Umpire—Clement. Head linesman—H. Irwin. Time—12-minute quarters.

The American Legion eleven, of Coatesville, will invade Holmesburg this afternoon and battle the big suburban eleven on Crystal Field. The Lincoln Highway eleven is a combination of ex-college stars from Swarthmore, F. and M., Dickinson and Bucknell, and their line-up is the strongest since they have been organized.

This is the same team that traveled to Conshohocken and held the Ironworkers to a low score in the opening contest of the season.

Stan Cofall is back in the line-up for Holmesburg and his return should help considerably. This is the last home affair for the Holmesburg team for several weeks, as they are due at Conshohocken next Saturday and then take on their greatest rivals, the Frankford Yellowjackets, Saturday, November 18, on Brewer's Field.

TENDLER EASY WINNER IN MENDELSOHN BOUT

Lew Hammers Opponent Despite Broken Bone in Hand

Milwaukee, Wis., Nov. 4.—Lew Tendler, Philadelphia southpaw, gave Johnny Mendelsohn, the local boy, a bad beating in ten rounds last night, although carrying on the battle with a broken bone in his left hand.

The injury, sustained as Tendler claims, in the third round, caused the latter to pull his blows and pass up wonderful opportunities to kill his opponent to sleep when Mendelsohn staggered around the ring, dazed from a punch at the beginning of the round and arms hanging at his sides in a helpless condition.

So poor was the exhibition of both fighters that the crowd was constantly booing, and Referee Houlihan was forced to warn both fighters time and again to display more pugilistic wares.

Paul Gleason became engaged in a verbal battle with the referee during rounds, claiming that the Milwaukee boy was doing the stalling and that his man could not catch up long enough to make his blows effective.

Both fighters played the body incessantly. Tendler, however, if he broke his hand in the second round, as he claims, did not show any ill effects of it in the touch, when, upon the boisterous attitude of the crowd, he drove Mendelsohn around the ring with sharp rights and lefts to the head and all but knocked him out when the bell ended the round and fight.

AMATEURS LINING UP FOR PHILA. TOURNEY

Score of Entries Already in for Local Championship

Although entry blanks for the Philadelphia amateur boxing tournament to be held on the nights of November 21 and 23 at the Olympia have been out for only two days, already more than a score of the youngsters have announced their intentions to vying for the silver loving cups, emblematic of local championships.

The tournament, which is to be governed by A. A. U. rules, will be supervised under the auspices of the Quaker City Athletic Association, a newly organized club, which plans to bolster amateur boxing in Philadelphia.

As most of the champions of last year have turned professional, probably because of the lack of amateur competition, new talent will be developed in the different classes, including flyweights, bantamweights, featherweights, lightweights, welterweights, middleweights and heavyweights.

Entry blanks for the Philadelphia championships can be procured in the Sports Department of the EVENING PUBLIC LEDGER, A. A. U. Headquarters, 157 North Fifteenth street; Tommy O'Malley, 258 South Third street, and Harry McGrath, 1832 South Cecil street.

ST. MONICA'S READY FOR SOUTH PHILA.

Contest at Shetzline Park This Afternoon Should Be a Humdinger

O'NEILL LEADS THE SAINTS

South Philadelphia has as its opponent this afternoon the plucky St. Monica's eleven, which has made a good record on the gridiron this season. The game will be played at Shetzline Park, Broad and Bigler streets, the home of the South Phils. The Saints will be supported by their Junior Naval Battalion to the cheering section and the fife-and-drum band, which is planning to parade south on Broad street from Morris street, prior to the game.

The Saints will place a strong backfield against their local rivals. Joe O'Neill, former Catholic High quarterback, will lead his team on the field, and will be supported by Bob Craig, recently of Mercersburg, "Big" Loughran, brother of the famous "Tommy" Loughran, of pugilistic fame, and "Dutch" Dernon, formerly with Coatesville.

The South Phillies realize they have a stiff opponent and are out to increase their prestige. Coach "Pop" Dey has been drilling his men faithfully on new plays. "Russ" Taylor, assistant coach at Camden High, and "Dick" Hendren, whose punting and playing on the right wing aroused admiration last week, will be in the game, at center and left end, respectively.

South Philadelphia		St. Monica's
Gordon	left tackle	Mikula
Dougherty	left guard	Gallagher
Taylor	center	Dugan
Hendren	right guard	Dougherty
Wiley	right tackle	Hedges
Hoffman	right end	Hedges
Dernon	quarterback	Kane
Craig	left halfback	Ryan
Loughran	right halfback	Ryan
Kane	fullback	Ryan

Substitutions—For South Philadelphia, Kirwan for Hendren, Weber for Gordon, Gordon for Wilson, Wilson for Craig, Craig for Whittaker, Whittaker for Dernon, Dernon for Hedges.

BARRETT DRILLING LEFT TO USE AGAINST WHITE

Redhead Working Hard for Bout at Olympia

Realizing that victory over Charles White, the Chicago veteran, Monday night at the Olympia will put him back in the lightweight race, Jack Barrett, contender for the crown, Bobby Barrett, Clifton Heights knockout artist, yesterday opened wide the speed throttle of his training at Jimmy Dougherty's Ridley Park camp.

Following his sensational victory over Joe Tiplitz, Barrett has regained his old-time confidence.

Two featherweight titles will clash in the semi-final. Johnny Brown, of England, meeting Frankie Conway, of Camden. In the other eight-round contests Eddie Dempsey will square off with Sammy Bernie, Buddy Robideau will clash with Sammy Hewitt and Al Gordon will exchange punches with Jack Lester.

NATIVITY GRIDDERS TO PLAY NAVY YARD TEAM

Steve Bennett's Charges Are Full of Fight

Nativity		Naval Hospital
Monroe	left end	[illegible]
Higgins	left tackle	Butkowski
J. Vaughn	left guard	Blackburn
H. Weaver	center	Butler
Martin	right guard	[illegible]
Barrett	right tackle	Morrow
Cummins	right end	Graham
Ahearn	quarterback	Moore
Zipperer	left halfback	Jefferson
Gault	right halfback	Green
Hogan	fullback	Marlen

One of the biggest games of the Nativity football schedule will be decided this afternoon on the churchmen's field at Belgrade and Ontario streets. The uptowners will take on the U. S. Naval Hospital, champions of the U. S. Navy Yard at League Island.

The Navy Yard boys have defeated the Logan Redjackets and tied the South Phillies and Mount Airy. Steve Bennett, who now has charge of Nativity, has planned several games with up-State elevens who will appear at Nativity's field in the near future.

THE JOB YOU ARE LOOKING FOR MAY be found in the Help Wanted columns of page 31.—Adv.

Program of Events For Opening of "L"

11 A. M.—The official cars on Bustleton surface line left Caster road and Roosevelt boulevard.

11:30 A. M.—Dedication of surface line in front of Bustleton fire house.

2:15 P. M.—Start of Frankford historical pageant from Frankford avenue and Worrell street. Official reviewing stand at 4637 Frankford avenue.

3 P. M.—Dedication of Frankford Elevated and formal transfer from the City, which built it, to the P. R. T., the operator.

3:30 P. M.—First train carrying official party leaves Bridge street terminal. Stops made at Allegheny avenue station and York-Dauphin station for community exercises.

Frankford "L" Is To Be Opened Today

Continued from Page One

in the parade. He was the first overseer for the new highway. Henry Wadily, who was the first Postmaster of Frankford, appeared riding with his dispatch box and saddle bags. He was followed by a party of men representing the Free Society of Frankford, which established many of the industries in and about that section of Philadelphia. Among them appeared the Walton brothers, who carried the first seed corn from Frankford to Byberry on their backs. Pack horses showed the strange methods of transporting burdens over the rough trails.

Famous Wagon in Line

The famous Conestoga wagon was represented. The famous Daniel Boone was born just up the road from Frankford in 1735. He traveled to the West in one of the Conestoga wagons. For many years these wagons were the backbone of the commercial life of the Nation. Their clumsy canvas tops blazed the way to the unexplored West in days gone by.

Then came the period of the American Revolution. Groups appeared in the parade representing the British foraging parties which swept the country round about for food during the bitter winters of the struggle for American freedom. Allan McLane, one of the most romantic figures of the American Army, often encountered them in his skirmishes around Philadelphia. He and his men were in the procession.

"Washington" to March Again

In 1789 General Washington passed through Frankford on his way to his inauguration. He and his escort were shown in the pageant. Martha Washington followed the general by coach.

Part three of the pageant showed the old turnpike as it existed from 1820 to 1880. Carriages had become more comfortable and roving bands of gypsies came to this busy center. Old fire engines appeared equipped with leather buckets with old Frankford names on them. Stage coaches and finally the horse car came into popularity.

In the last stage man goes by machine. Modern road-making machinery appeared, together with bicycles of old and new types and modern and out-of-date automobiles.

The procession was concluded by an allegorical float. As the scroll of the past closed that of the future opened. Progress, the link between past and present, calls on Frankford to follow from age to age. Frankford responds, offering to Progress herself and those qualities which have made her great. They are Religion, Community Spirit, Patriotism, Education, Music, Industry, Thrift and Philanthropy.

Official Exercises Later

At 3:30 o'clock the official dedication services will take place at the Bridge street car barns. Henry S. Borneman will speak in behalf of the people of Frankford, as will Thomas Creighton. A representative of the transit department will present the elevated line to the Mayor, who will then turn it over to Mr. Mitten.

Minute arrangements have been made with regard to the actual opening of the "L." Mayor Moore will press two buttons, which will connect the currents used to drive the cars along the rails. Every "L" stanchion is draped with bunting and many artistic displays are to be seen in the store windows.

The girls' popularity contest is adding to the excitement of the festivities. "Miss Frankford" will be crowned with pomp and ceremony on Saturday afternoon next. She will also receive a prize of $500 in cash. The girl receiving the next highest number of votes will be presented with a valuable diamond ring.

Babies to Have a Parade

Tuesday will see many of the Frankford babies in full dress parade. A loving cup complete in every detail will be presented to the prettiest baby in the parade. Other valuable prizes have been presented by the merchants of Frankford.

Events have been arranged for every day of the week, which started Friday last and will come to a close Wednesday, November 15. George H. Patterson will lecture on subjects of interest to old residents of Frankford, and on Saturday, November 11, a ceremony will be held in which the mortgage on the American Legion house will be burned amid great rejoicing. The Frankford Camera Club is exhibiting many unique photographs in the main room of the Free Library and a tent has been erected on Frankford avenue in which all makes of automobiles will be demonstrated by automobile dealers in and about Frankford.

After the pageant at the "L" dedication exercises at the Bridge street car barns, Henry S. Borneman will speak in behalf of the people of Frankford, as will Thomas Creighton. A representative of Director Twining, who is ill, will present the elevated line to the Mayor, who will then turn it over to Mr. Mitten.

Minute arrangements have been made with regard to the actual opening of the "L." Mayor Moore will press two buttons, which will connect the current used to drive the cars along the rails.

Ready for First Trip

The first elevated train will move at 3:30 o'clock, making the first stop at Allegheny avenue, where a reception will be held by the North Kensington Business Men's Association. The second stop will be at the York-Dauphin street station, with the Kensington Board of Trade in charge of the exercises.

The official party will make a full trip, the train moving from the Frankford elevated at Front and Arch streets to the loop into the Market street subway and thence to Sixty-ninth street and return.

The official train will be in charge of:

Instructors—H. Keely, 6630 Walnut street, and C. Haney, 117 Robinson street.

Motorman—T. Williams, E-4, 148 Edgewood street.

Conductor—O. Ott, E-23, 151 North Sixty-second street.

Guard—H. Stead, E-436, 61 Keystone avenue, Upper Darby.

The first regular train from Bridge street, Frankford, tomorrow morning will start at 5:02½ o'clock. The crew will be:

Motorman—S. Money, E-72, 417 Woodlawn avenue, Aldan.

Conductor—J. Dampman, E-87, 1219 Graylock street.

The guards will be selected from extra men.

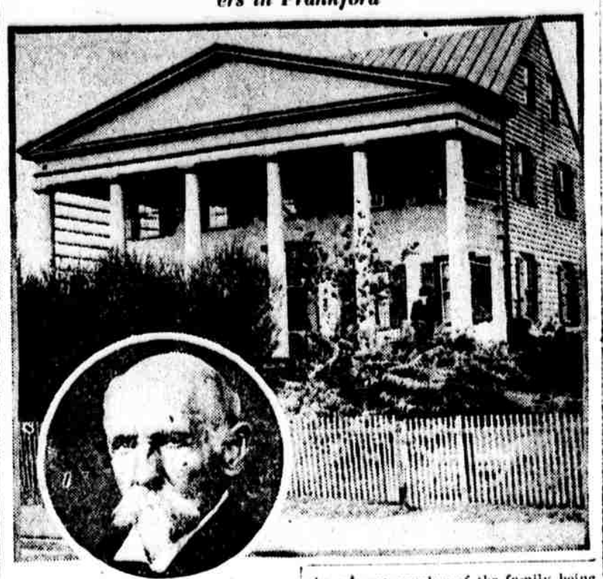
The first train from the Sixty-ninth Street Terminal for Frankford tomorrow will start at 4.52½ A. M. The crew will be:

Motorman—T. Williams, E-4, 148 Elgewood street.

Conductor—J. Criswell, E-45, 6647 Leeds street.

"L" OPENING IS PROUD DAY FOR LAST OF WORRELL LINE

Scion of Noted Family Will Be Paid Special Honor by Paraders in Frankford



Thomas Worcester Worrell, oldest continuous resident of Frankford, hails the completion of the elevated. The Worrell residence is more than 100 years old

Thomas Worcester Worrell, of 4356 Tacony street, Frankford, was one of the distinguished guests at the ceremonies today which celebrated the opening of the Frankford "L."

One division of the parade formed in front of Mr. Worrell's home and a salute with flags to the old homestead of the still-erect veteran of the Civil War constituted an acknowledgment of the respect the people of Frankford bear for the last generation of the famous Worrell line.

Mr. Worrell's great-great-great-great-grandfather, Richard Worrell, came from England with his wife and son. They settled in what is now Frankford, but at the time was called Oxford. The home which they built was in later years enlarged and became known as the Jolly Post.

Post chaises traveling on the Bristol pike stopped at the "Jolly" for a change of horses. The post remained standing until late in the nineteenth century, when it was torn down to make room for more modern dwellings.

Six generations of the Worrell family were born and raised in this old home, the present member of the family being the last.

The present Mr. Worrell is Frankford's oldest continuous resident. He was born in the old Worrell homestead in Frankford on March 23, 1842. After attending the old Frankford schoolhouse, he took some additional tutoring and became a teacher in the public schools of the city. For the last twenty years Mr. Worrell has been retired. But his interest in Frankford and his desire to aid have not waned and he has become one of the leading figures of the community. He has been a great booster for the Frankford "L" and today he was able to observe the fruits of his and others' labors.

"It pleases me," says Mr. Worrell, "to realize that the Frankford 'L' has at last become a reality, and not just a useless mass of iron and steel. I have watched the erection of the roadway with keen interest and have become so much interested in the success of the undertaking that it almost seems that the dedication is a rite over the completion of a work of mine.

"It will prove a great boon to the advancement of Frankford, this 'L,' and another step forward. I lived in Frankford at the time that the first telegraph wire was run along Frankford road, and I am a pleased old man to be able to witness the completion of this giant transportation structure.

"Perhaps I shall yet view the dedication of the Frankford aeroplane line."

BUSTLETON LINE OPENED BY MAYOR

In his address this morning at Bustleton marking the opening of the high speed surface line there, the Mayor hinted at extensions to the line as already one of the transit plans for the future.

"The Mayor rejoices with the people of Bustleton and vicinity upon the great advance that has been made toward the solution of their transportation problem," he said. "Like the Frankford L, the Bustleton line was found upon the Mayor's doorstep when he entered office. He desired that it should be speedily constructed and put in operation, and through the energy and ability of Director Twining that consummation has been reached at the moderate cost, for construction and equipment, of $567,000.

"The agreement with the Rapid Transit Company now enables us to open the road so that the people of Bustleton who desire to enter the city, and those from elsewhere who desire to come to Bustleton, may have speedy access, one way or the other, for a moderate fare. The savings in cost to the car rider and the saving of time consumed in travel are of such importance as to mark an epoch in the history of rural Philadelphia.

Congratulates Bustleton

"We heartily congratulate the people of Bustleton, and now set our faces toward that day when further extensions of the line may be made, even if it is necessary that Bustleton shall become the hub of a transportation system. In due course, this outlying section of Philadelphia will be built up and joined to the great heart of the city.

"We are steadily turning our intervening farm land into building lots, and while we appreciate the farmer and expect to hold him for many years, the growth of the city cannot be halted.

"It is only a matter of time when this delightful suburb will itself become a center of municipal life. It is so admirably situated that one may well predict through it a union of the constructive forces of the first American city, which is Philadelphia, with the first American metropolis, which is New York.

"May the new service this day inaugurated be the forerunner of an increasing progress and happiness of the people.

Merchant Praises Mitten

Kern Dodge, who spoke as the representative of the Tacony Manufacturers' Association, asserted that the Thirty-fifth Ward, which the new line serves, has an area one and a half times the area of Manhattan.

Adequate transportation and an adequate water supply are the two necessities, he said, that will make possible a tremendous forward spurt in that section. He thanked Mayor Moore for his efforts and praised the energy and vision of Thomas E. Mitten, president of the P. R. T.

Mr. Dodge led the fight to locate the Sesqui-Centennial site in the northeast and he referred to the exposition project in his address.

"What the Sesqui-Centennial has needed from the beginning," he asserted, "is a masterful leader with the ability to inspire confidence, with the fearless resolve to accomplish the end and the ability to override or crush opposition the moment it showed its head.

"I have not said this before, but I now wish to lay before you my firm conviction, and that is that if Mr. Mitten could have been induced to undertake the task we would have seen an exposition which would have astounded the world and which would have been a success and which would have brought great credit and benefits to our city.

Would Develop District

"Mr. Mitten has demonstrated in his life's work the value of co-operation. He has inspired confidence, and confidence begets co-operation, and with it all things are possible."

Mr. Dodge concluded by suggesting development of Pennypack Park which he said is practically unsurpassed in natural beauty and facility for development. Improvement of its eleven hundred acres only awaits the driving force of doing things to permit the almost immediate accomplishment of a great civic project.

Five of the oldest residents of Bustleton took part in the ceremonies celebrating the new speed line. They are John Biddle, ninety-six years old, a retired bank official; Samuel C. Starsey, a farmer of near Bustleton, who is eighty-nine years old; John Kirkbridge, who has just passed his eighty-ninth year; Watson T. Bavington, president of the Somerton Improvement Association, and Elias Toy, eighty years old, conductor of the first train train that ever entered Bustleton. He also was conductor of the train that carried the body of President Lincoln from Philadelphia to New York.

The musicians, police officers and trolley crews were cared for by a special committee headed by Mrs. Emma L. Stompit and Mrs. Mary Ogg.

The Bustleton committee included John S. Stevens, Lewis H. Farrell, Joseph C. Root, R. B. Twining, W. J. Hoffman and the Rev. William J. McMahon. Appropriate mementos of the occasion were presented to the Mayor and Mr. Mitten.

The little town was covered from block to block with bunting and flags. Every telegraph pole and business house wore gay streamers.

The new Bustleton line starts at Frankford avenue and Arrott street, runs out Oxford avenue to Castor road and thence to Bustleton, tapping a fertile farming region.

KENSINGTON ALSO WILL CELEBRATE

The Kensington Board of Trade, of which Thomas C. Harbison is president, will hold ceremonies at the York-Dauphin streets station. They will include community singing and band music.

Mayor Moore will arrive at the station at 4 o'clock and will deliver a short address. A salute will be given by dipping the colors on many of the buildings and the factory whistles will blow. The station has been decorated with autumn leaves and banners.

The members of the Kensington Board of Trade include William Hindman, Harry Brocklehurst, Harry Derbyshire, Samuel Reinheimer, Samuel Reid, Robert Hamresly, William Steen, A. L. Waldron and Robert McNiell.

GROWTH OF DISTRICT IS GIVEN IMPETUS

The effect the new Bustleton surface line will have on the northeast was sketched at a luncheon at the Evergreen Farms, where Mayor Moore and Thomas E. Mitten were guests of the Tacony Manufacturers' Association.

The Mayor, the president of the P. R. T. and other city and company officials went by the restaurant from Bustleton in P. R. T. motorbuses. Later they motored to Frankford to view the historical pageant.

Kern Dodge, of the Manufacturers' Association, presided at the luncheon and introduced the Mayor and Mr. Mitten, who spoke. Mr. Dodge used the occasion to urge improvements in the Tacony and Holmesburg districts.

A loss of from 75,000 to 100,000 in Philadelphia's population as a result of completion of the Delaware River bridge was predicted by Mr. Dodge.

To offset this estimated loss Mr. Dodge urged improvements in the northeast that would permit building operations on a large scale. Building is retarded there, he said, because of a lack of water and sewer facilities.

"The housing problem is acute," he said, "and is likely to remain so for a considerable time in the future, but in this city, unless new areas are made available for housing by the extension of transportation, of water supply, and of sewers, it will not be long before housing development on any large scale will come practically to a standstill. This may sound like an extravagant statement to some of you, but I am assured on the best of authority that operation builders would proceed in many places were it possible to procure water and sewer connections, without which the houses could not be sold and could not be used for living purposes."

Mr. Dodge severely criticized the service given by the Frankford, Holmesburg and Tacony Street Railway, and said it should be abandoned altogether or taken over by the P. R. T. Company. It would be even better, he said, if the city would buy it, rebuild the line and lease it to the P. R. T.

Stresses Water Need

Another pressing situation in Tacony, he went on, arises from the water supply there, which is given by a private company. It has not kept pace with the growth of the district, he added, and should be taken over by the city.

"The present conditions work a serious hardship," said Mr. Dodge, "and a very definite menace to that industrial district, as several large fires have borne witness, not to the inadequacy of the supply, but practically to its non-existence. These manufacturers are paying full city taxes and are not getting the protection they are entitled to receive."

'L' STATIONS ARE UNIQUE IN DESIGN

Eliminate Unsightly Overhead Structures, and Stairways to Sidewalks

The stations of the Frankford "L" are a decided departure from the practice of other elevated railways.

The unsightly buildings, which on other structures extend out over the highway, with their stairways landing on narrow and crowded sidewalks, are eliminated. Early in the work of the Transit Department, studies were developed for buildings containing the stairways, public facilities and space for the sale of tickets and the handling of traffic, and these plans when laid before the Art Jury secured its hearty approval.

Sites were acquired by condemnation proceedings, authorized by Councils, and plans prepared for the buildings. The absence of an operating agreement at this stage of the work imposed a handicap on the designers, as they were unable to determine whether the operator would collect fares and control the movement of passengers on the ground floor or on the platform level. The plans were drawn to serve either method of control as far as possible.

Buildings Are Fireproof

The buildings are constructed of fireproof materials and are of pleasing types of architectural design. With one exception (Orthodox) they are located on street corners. This location made it possible to have at least two entrances on the street level, and afforded the maximum amount of light, besides giving the greatest degree of visibility of the interior of the buildings from the street.

The station platforms are of re-enforced concrete, supported on lattice trusses. Construction joints are placed in the slabs over each transverse girder to prevent cracking; the platform are connected to the buildings by a covered passageway, and are twelve feet wide for some distance on either side of the passage, and then narrow down to ten feet width at the ends. Provision has been made for the future construction of eight-foot wide platform extensions to accommodate ten-car trains, 550 feet long.

The platform roofs are generally of wood and slag, but in a few cases of asbestos, supported on steel framework, and are carried by steep posts with cantilever arms. These posts are attached to the outside platform girders with cross frames between the girders to resist the overturning moment.

Shelter for Passengers

The platforms are inclosed by a steel plate railing with cast-iron posts attached to the top flange of the supporting girders, except at Church street and Orthodox-Margaret streets, where a very pleasing effect has been obtained by the use of a re-enforced concrete railing. The space between the top of the railing and the lattice strut under the roof is closed with wire glazed steel sash, and furnishes protection to passengers in time of storm.

The station building at Bridge street contains the offices of the operating staff besides a recreation room, locker room and accommodations for the trainmen. A considerable amount of space is available on the ground floor of this building for business purposes.

A necessary feature of an elevated railway is a yard where the cars can be stored when out of service, inspected, cleaned and repaired, or trains made up. To meet this need the plot of ground lying between Bridge street, Penn street, Cheltenham avenue and Bustleton avenue was acquired by condemnation. The site was graded; retaining walls and abutment for the track connections built; drains laid; paving and curbing laid; and the entire plot inclosed by a steel picket fence.

100 Cars May Be Stored

It is the plan of the operating company to make all of the major repairs in its shops at Sixty-ninth and Market streets, and the city made the company a cash payment as one of the conditions of the operating lease, out of which it was to add to its existing shops such additional buildings and tools as may be required to take care of the city-owned cars.

The yard has two tracks along Bridge street that connect the shop tracks with the elevated structure, and switches from these tracks connect to the twelve sidings that are provided for storage of cars, and to a loop track that affords access to the north end of the shop. Track space is provided for the storage of 100 cars.

Power for moving cars is supplied through a line of conductor rail that is held in porcelain insulators parallel to the track and is suspended by cast-iron brackets bolted to the ties. In the inspection shop power is supplied through portable connections, as it is necessary for the safety of the workmen that there be no current on cars except when they are to be moved. The conductor rail in the yard is covered with fiber insulation for the protection of the yardmen. Electric lamps mounted on steel poles furnish light for night operation.

Arrangements for Car Inspection

It was necessary, however, to provide facilities at Bridge street yard for the inspection of the cars at stated periods between runs, and to make minor adjustments and repairs. To meet this need an inspection building was constructed along Penn street, 433 feet in length by 81 feet in width.